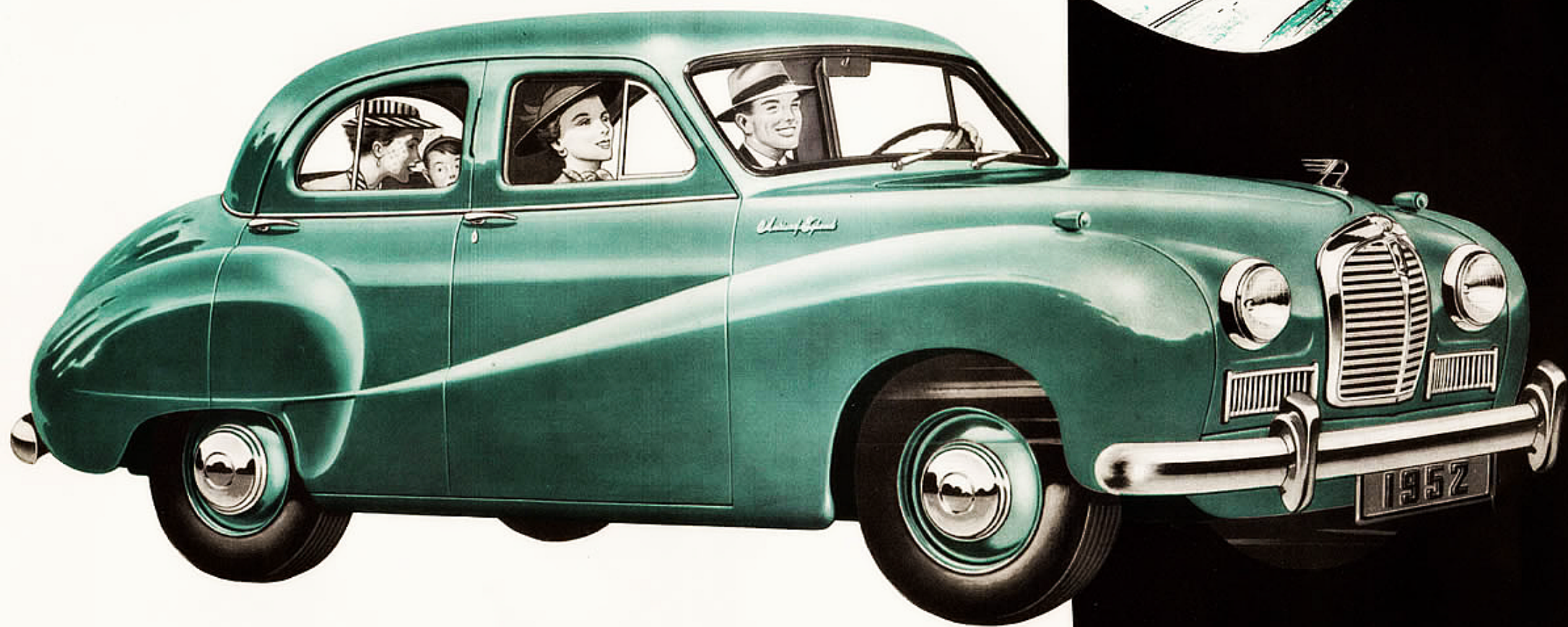
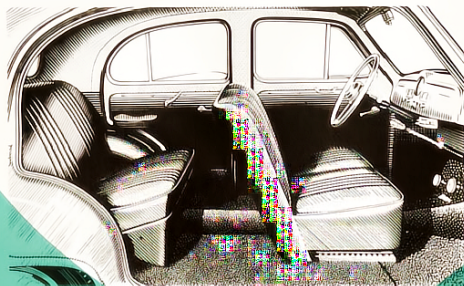




The new **AUSTIN A 40** *Somerset*

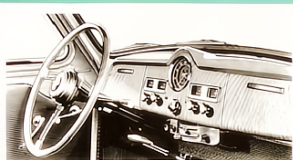
THIS handsome All-New SOMERSET has the outstanding characteristics that have made the Austin *the most popular British car in America* . . . dependability, economy, ease in handling and the excellence in craftsmanship that has long been associated with England's leading builder of fine motor cars.

The SOMERSET will move easily through city traffic, speed up to "70" on the parkway, is unhampered by snow-covered or muddy roads. It will take rough roads smoothly and whip around curves on the level. It answers every need of the American motorist for a quality car with economy of operation that is unequalled . . . UP TO 35 MILES PER GALLON . . . or 100 MILES FOR LESS THAN A DOLLAR.

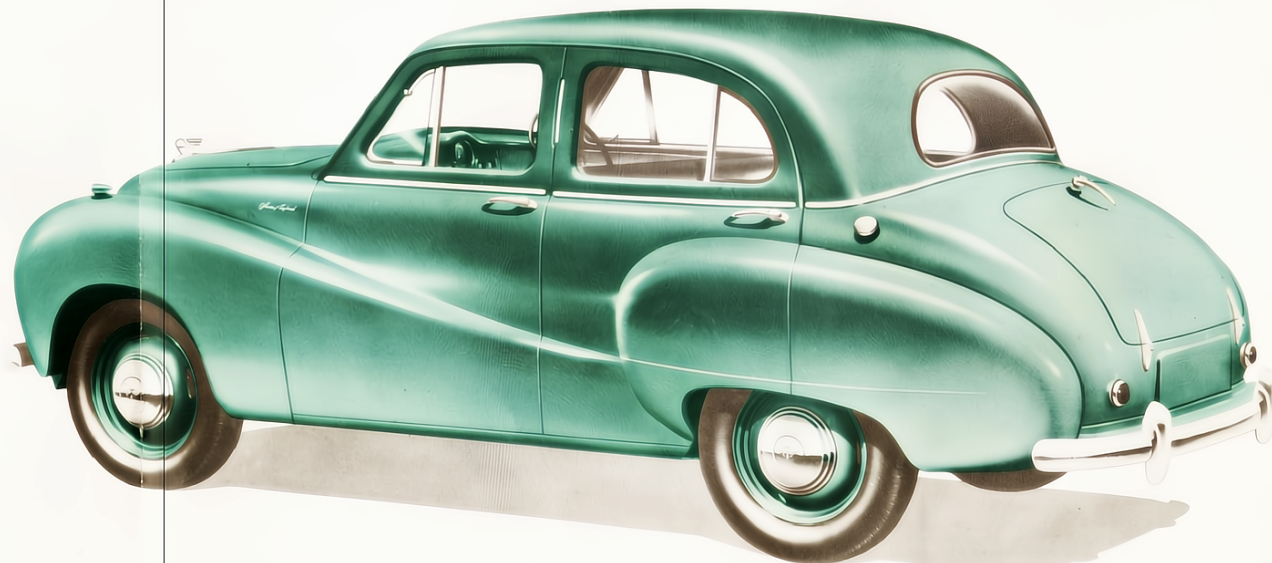


The beautifully appointed interior has plenty of leg room. Individual front seats adjust to the best driving position. The rich leather upholstery means enduring wear, and Children's "Safety" Door Locks let you drive the children around with complete peace of mind.

The Quick-Vu Panel and Full-Vu Vision ease driving tension, and the Synchronesh Column Steering is one of the many features specially incorporated in the new SOMERSET for the American motorist.



The new **AUSTIN A 40** *Somerset...*



ENGINE.—Bore 2.578 in. (65.48 mm); stroke 3.5 in. (89 mm); capacity 73.17 cu. in. (1200 c.c.); h.p. 42 at 4,300 r.p.m.; maximum torque 62 lbs. ft. at 2200 r.p.m.; compression ratio 7.2 to 1.

Cylinders: Four cylinders cast integral with crankcase. Full length water jackets. Detachable cast iron head carrying valve in head rocker gear and connections for heater unit.

Crankshaft: Forged steel supported by three detachable "Thin-wall" shell bearings.

Connecting Rods: Forged steel with detachable "Thin-wall" shell bearings.

Pistons: Split skirt, concave top pistons in aluminum alloy with alumilite finish. Two compression rings (one plain, one taper) and one slotted oil control ring fitted.

Camshaft: Forged steel supported in three detachable "Thin-wall" bearings. Cams of patented design to prevent valve spring surge and give quiet operation. Drive by Duplex roller chain from crankshaft. The camshaft gear has oil catchers and a new tensioner ring of synthetic rubber to maintain chain lubrication and tightness respectively.

Valves: In head valves operated by push rods and designed for quiet operation. Exhaust valves of heat and corrosion resisting steel. Silicon chrome alloy steel inlet valves of extra large diameter. Valve oil seals are fitted.

Lubrication: Submerged gear type pump forces oil to all main, connecting rod, camshaft, and overhead valve gear bearings under a running pressure of 45.50 pounds per square in. The connecting rods have jet holes to provide oil for cylinder walls when starting up. Both main and connecting rod bearing oil feeds are of patented design which insures longer crankshaft life. The camshaft front bearing feeds oil to the camshaft gear for timing chain lubrication and the camshaft rear bearing supplies oil to the valve in head rocker gear. Oil is also pressure fed to each tappet. The by pass oil filter is supported by a bracket which has oilways to eliminate external pipes. Oil capacity: 4½ U.S. quarts, plus ½ a quart for filter.

Cooling: Circulation by centrifugal type pump with thermostat control. Water is delivered to the cylinder block and thence to ample passages surrounding valve pockets and sparking plugs. Patented radiator to prevent loss of coolant through expansion. Cooling system capacity, approximately 7½ quarts.

Ignition: Coil and 12 volt battery ignition with automatic advance and retard; inbuilt vacuum control.

Dynamo: 12 volt fan-ventilated unit with compensated voltage control.

Starter: Manually controlled from the instrument panel.

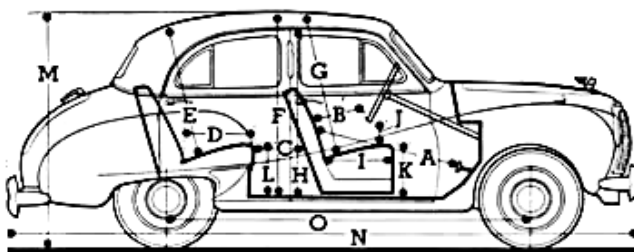
Fuel System: Fuel from a rear tank (10.5 U.S. gallons) capacity, with an oil bath air cleaner is fed by an A.C. mechanical pump to a Zenith downdraught carburetor with accelerator pump and economy device. The valve rocker cover vent pipe is connected to the air cleaner, and the aluminum alloy induction manifold incorporates a stainless steel hot spot.

Mountings: Flexible, inclined rubber mountings front and rear, with integral torque reaction stops.

CLUTCH.—A flexible dry single plate Borg and Beck clutch is fitted with spring cushion drive. The clutch pedal is isolated from engine movement by special adjustable linkage. Clutch diameter 7¼ inches.

TRANSMISSION.—The transmission has four forward speeds and reverse. The gear lever is mounted on the steering column and there is a synchromesh engagement for second, third and top speeds. The third motion shaft is extended and splined to receive the sliding end of the propeller shaft. Oil capacity approximately 2 U.S. quarts.

SPECIFICATIONS



LEADING DIMENSIONS

	Inches
Pedal to Seat Squab..... A	(41
Steering Wheel to Seat Squab..... B	(34
Distance between Seats..... C	(17
	(10
	(14
	(7
Rear Seat Cushion Depth..... D	19½
Height over Rear Seat..... E	22½
Maximum Interior Height..... F	47
Height over Front Seat..... G	12½
Maximum Height of Door Opening..... H	43
Front Seat Cushion Depth..... I	18½
Steering Wheel to Seat Cushion..... J	5½
Front Seat Cushion above Floor..... K	13½
Rear Seat Cushion above Floor..... L	14½
Overall Height..... M	64
Overall Length..... N	13 ft. 3¼ ins.
Wheelbase..... O	32½
Overall Width.....	63
Body Width between Center Pillars (at waist).....	48
Front Seat Cushion Width, max.....	22
Rear Seat Cushion Width.....	39¼
Maximum Width over Rear Seat.....	47
Track Front at Ground Level.....	48½
Track Rear.....	50
Ground Clearance.....	7½
Turning Circle.....	37 ft.
Luggage Compartment (height of opening).....	20
Luggage Compartment (width of opening).....	31½
Luggage Compartment (maximum depth).....	36½
Luggage Compartment (approx. capacity).....	10 cu. ft.
Luggage Carrier Load.....	112 lbs.
Approx. weight—less spare wheel tools and fuel, plus oil and water.....	2128 lbs.

PROPELLER.—Open propeller shaft with Hardy Spicer needle roller bearing universal joints. The sliding sleeve is supported by a plain bearing in the transmission rear cover and on the splines of the third motion shaft. Both are lubricated from the transmission.

REAR AXLE.—Spiral bevel three quarter floating "banjo" type casing. The pinion is carried in pre loaded taper roller bearings. Oil capacity approximately 2.7 U.S. Pints.

OVERALL GEAR RATIOS.—5.28; 8.13; 12.88 and 20.54 with 28.46 reverse.

ROAD SPEEDS at 1,000 R.P.M.:—High 14.26 m.p.h.; third 9.26 m.p.h.; second 5.85 m.p.h.; low 3.67 m.p.h.

STEERING.—Special cam gear steering with ratio of 14 to 1 and provision for taking up wear. Spring spoke 17 inches diameter steering wheel with central heraldic design. The steering rods have Austin type ball joints with large hardened bearing surfaces and oil seals.

SUSPENSION.—Front: independent coil springs. Wishbones mounted on rubber bushes with shoulders to take thrust loads. Control by double acting hydraulic shock absorbers. The large area king pin bushes are widely spaced. Rear: Long semi-elliptic reverse camber springs, underslung. The springs are mounted on rubber bushes and controlled by double acting hydraulic shock absorbers interconnected by an anti-roll torsion bar.

BRAKES.—Girling hydraulic on all wheels, applied by pedal. The handbrake is of the pistol grip type and is mounted under the fascia on the steering column; it operates mechanically on the rear wheels. The front brakes are of two-leading-shoe design.

WHEELS AND TIRES.—Pressed steel disc wheels with ventilated slots. Large chromium wheel caps. Spare wheel carried in rear luggage compartment. Tires: Dunlop extra low pressure 5.25 16.

JACKING.—Stevenson jack operated by wheelbrace from inside the car to lift one side of the car at a time.

FRAME.—Welded pressed steel frame with full length box section side members and box section front and rear cross members. The center part of the frame is stiffened by cross bracing which insures great torsional and diagonal stiffness. Body brackets are welded to the frame and carry insulated mountings.

ELECTRICAL.—12 volt battery of 38 ampere-hour capacity at 10 hour rate; built in headlamps; headlamp dipping arrangements can be varied to suit particular regulations; foot controlled dip switch; parking lights mounted on top of front fenders; visible to driver; twin built in stop and tail lights; positive ground strap; rear number plate lamp; interior roof light; instrument panel light; twin wind-tone horns; indicators, dual windscreen wipers; interior heating with windshield demisting; provision for built in radio.

INSTRUMENTS.—Oil pressure, fuel and water temperature gauges; ammeter; speedometer with trip and total readings; ignition and headlamp beam warning lights.

COACHWORK.—Four door, four seater sedan; all steel sound insulated body; with laminated, curved windshield and toughened glass windows; door windows operated by winding regulators, front doors being fitted with friction controlled ventilating louvres; rear opening doors with pushbutton lock handles and concealed hinges; all doors can be locked; rear doors are fitted with additional safety catch for children; individually adjustable, close mounted front seats, all seats trimmed in leather and have latex foam moulded Dunlopillo foundations; side armrests for rear seats attached to door casings; air conditioning system; interior heating with windshield demisting; provision for built in radio; hood release incorporated in flying "A" motif; large capacity built in rear luggage compartment.

FERGUS MOTORS, Inc.

1717 BROADWAY at 54th Street
290 PARK AVENUE at 49th Street
NEW YORK CITY
Tel. JU 6-4045

THE AUSTIN
AUSTIN HOUSE

ED (ENGLAND)
YORK 19, N. Y.